

# DEFECT IN SEATTLE'S CONTROL OF TRAFFIC

Despite Doubling of Fares Roads Cannot Earn Operating Costs.

L. W. W. EVEN SADDENED

Politicians Plan to Cut Rate to Three Cents, Then Boost Taxes.

MANY CARS GOING TO JUNK

\$800,000 Payment Due March 1 and City Does Not Know Where to Get It.

Seattle is one of several American cities that have been treading the primrose path of dalliance, lured by the specious beauties of municipal ownership and operation of her transit facilities. Seattle has bruised her feet. The Puget Sound metropolis, even as you and I, made a fetch of the concept of the immortal five cent fare. Now her citizens have to pay a dime. The town less than three years ago turned over its street railways to municipal control. The political half-bucks and quarterbacks have been fighting for touchdowns with the car lines ever since and this is what the scoreboard shows: Individual fares have been doubled; passenger traffic has decreased more than 20 per cent; the roads have been unable to earn their overhead and operating costs and are wondering what they must do to be saved.

Even the most blatant of the L. W. W. evangelists—and the north Pacific States have had more than their quota of that ilk—begin to suspect that Seattle has stubbed her toe.

Story of Seattle's Venture.

But, dropping mixed metaphors and getting down to plain ungalvanized brass tacks, this is the story of Seattle's disillusionment.

That city's street car lines twenty-five years ago were an unsystematic conglomeration of small corporations operating under a varied lot of franchises. Some of the roads were in the grip of receivers. Stone & Webster, supported by a syndicate of capitalists, who already had considerable investments in water power and other Pacific coast utilities, stepped in, bought up the variegated franchises, liquidated the bad debts, unified and coordinated the car lines and improved the service.

Street railway operation within the city limits of Seattle then became one of the functions of the Puget Sound Traction, Light and Power Company. The fare was restricted to five cents by municipal ordinance, but the roads did well and the corporation paid fair dividends on the investment.

Then came the blight of wartime costs. Fuel, labor, all kinds of material soared. The nickel fare was not large enough now. But the Seattle patriots howled whenever an increased fare was suggested, and the City Council would not listen to proposed concessions to the Puget Sound company either by way of a mitigation of the street paying charges it had to meet or the 2 per cent, gross income tax which the company had to pay the city. There came a clamor, too, for better service. The speedy carrying of thousands of wartime shipyard workers to and from their employment was a major factor in the problem and the Emergency Fleet Corporation began to take a lively interest.

Railly to Municipal Control.

It is no slander upon Seattle to say that her terraced slopes had become a fallow field for progressive—not to say radical—doctrinaires. The cry for municipal control of all public utilities raised a legion of partisans. The redoubtable Ole Hanson was the Mayor of the town. Oliver T. Erickson, chairman of the judiciary committee of the City Council, led the crusade and soon became known as Seattle's "Father of Municipal Ownership."

The upshot of all this clamor was that on the last day of the year 1918 the City Council passed an ordinance and Ole Hanson signed it, authorizing the purchase by the city of all the railway properties within city limits belonging to the Puget Sound Traction, Light and Power Company. The price of the sale was \$15,000,000, to be paid in equal 5 per cent, utility bonds. The principal of these bonds was to be liquidated in eighteen consecutive annual installments of more than \$800,000 each, the first principal payment to fall due on March 1, 1922. Both principal and interest under the contract of sale were to constitute a first lien upon the earnings of the railway lines.

Oliver T. Erickson's vote in the council was cast in opposition to the sale on the ground that the purchase price was excessive and that in the matter of valuations the railroad company had reached. A "friendly suit," which had been instituted in the State Supreme Court, however, resulted in validating the sale and the formal transfer of the properties took place on March 31, 1919.

Voters Indorse Deal.

In the previous November elections—the State of Washington still teemed with these first fruits of Progressivism, the initiative, referendum and recall—the popular electorate had indorsed the proposed deal by a vote of more than three to one. Under the terms of sale all franchises were surrendered to the city and all taxes were paid to the date of the transfer, including the 2 per cent, gross earnings tax.

Pending the construction of the city's own municipal power plant the Puget Sound Corporation bound itself to supply power to the Seattle Municipal Railway at the rate of one cent a kilowatt. The Stone & Webster corporation had divested itself of only about one-fifth of its holdings in the Puget Sound electric utility. It retained among other enterprises its water power plants and its Interurban Railway, connecting Seattle with Tacoma.

The sale of the railways within the urban limits, however, transferred immediately to the city's payroll about 800 workers, of whom 1,600 were women and conductors. These came city under civic—and more or less local—control. The city acquired through the purchase 540 cars, miles of track, seven car yards, three cable stations, beds and freight terminals, real considerable parcels of real estate and right of way including the right of way.

into its experiment

# INJURED ACTRESS, DOOMED BY DOCTORS GOES HOME

Miss Mary Moore, Out of Plaster Cast, Likely to Be Back on Stage in Year Despite Broken Spine and Fractured Ribs.

Miss Mary Moore, the actress who three months ago was taken to Broad Street Hospital suffering from a broken spine and three fractures of the skull, and whose fight for life won the interest and admiration of the medical profession, was sufficiently recovered yesterday to go to her home at 218 West Forty-sixth street.

Miss Moore was removed in an ambulance at 6:30 o'clock yesterday morning, while the snow was still falling. She was in good spirits and was able to say a few words. Surgeons' families in the case said there was every indication that a year from now Miss Moore will have regained her health and strength and will be able to resume her work on the stage.

Over since November 19, when Miss Moore was injured in an automobile accident near Babylon, L. I., her case has been of great interest to surgeons. After the accident she was taken unconscious to a nearby farmhouse. When surgeons examined her they said she

could not live, but when she regained consciousness she expressed her belief that she would win the fight. On November 21 her condition had improved enough for her to be taken to Broad Street Hospital. Three days later an operation was performed by Dr. Robert T. Morris and Dr. Arthur Barker Seage, after which she was almost encased in a plaster cast.

A month ago Dr. Adolf Lorenz, the visiting Viennese surgeon, went to see Miss Moore, listened to a description of her case, made some suggestions in the treatment, and said he could well believe she would recover. The plaster cast was removed four days ago. Since then she has been able to sit up a few minutes each day, spending most of the time on the solarium on the roof of the hospital. She decided Saturday that she wanted to go home, and to surprise the family, took only her brother, Charles Moore, into her confidence. So slowly and carefully was the ambulance driven yesterday that the trip from the hospital to her home required an hour.

# OPPOSES KENYON'S COAL CONTROL PLAN

Virginia Operator Says Mines Are Satisfied With Senate Committee Findings.

WILLIAMSON, W. Va., Jan. 29.—It is a business policy of the coal operators of this region "to operate their mines with non-union labor," declared Harry Olmstead, chairman of the labor committee of the Williamson Coal Operators Association, commenting to-night on Senator Kenyon's report of the investigation recently conducted by a Senate committee.

"So far as I have been able to learn," he said, "the operators of the Williamson field are satisfied with the findings of the United States Senate committee relative to the enthrallment troubles in this field. They do not, however, indorse the opinions of Chairman Kenyon upon proposed remedies for labor disturbances in the coal fields, nor do they feel that his proposals of governmental supervision could justify or rightfully be applied to their business."

The operators' position "of opposition to the domination of their mines by the United Mine Workers is not misunderstood, neither is it alterable," continued Mr. Olmstead. "Senator Kenyon," he added, "states the position that a man has a right to work in this country and support his family if he does not belong to a union, and the unions have no right to make it impossible for him to do so."

"The more fully these indisputable principles are planted in the subconscious mind the fewer will be the labor disturbances engineered by labor organizers and labor disturbers. It so happens that all of the acts of violence charged by Senator Kenyon against the United Mine Workers in Mingo county, W. Va., are indefensible and are entitled to emphatic condemnation, because the organizers, officers and agents of the United Mine Workers opposed and violated the established industrial principles."

The sole object of the United Mine Workers organization is to gain control of the non-union coal fields for the purpose of monopoly, which, if successful, would place them in a position to force the great third party, the public, to accede to their unreasonable demands that would be immediately forthcoming. The fight for the maintenance of the check-off system is for the purpose of furnishing funds with which to accomplish this result."

TANKER DRIVEN ASHORE; LATER LIMPS INTO PORT

Reports Ships in Distress, but Could Not Help Them.

Special Dispatch to THE NEW YORK HERALD.

NEWPORT NEWS, Jan. 29.—Battered by one of the severest storms of years the tanker Robert E. Hopkins came into port late this afternoon after being ashore at Wimbles Shoals and getting off under her own steam. She went to the shipyard here for a survey and repairs.

The crew reported that storm damage is heavy on the coast. Several ships apparently in distress were passed on the way up from Wimbles, but the Hopkins was unable to render them aid.

Reports from Hatteras are to the effect that the schooner Blanche Pen-dleton is a total loss, the rough weather having forced the coast guard cutter Manning to abandon her Thursday. The Manning probably will leave here early this week to search for the hulk and put an end to another menace to navigation.

Much litigation moved in and out the Virginia capes to-day for the first time since Friday night, the hurricane which raged with a heavy snowstorm for the three days having abated.

HANDCUFFED NEGRO CAPTURED IN HARBOR

Escaped From Tanker After Attempted Robbery.

Three detectives of the Baltimore and Ohio Railroad at the freight yards in St. George, S. I., saw a mannequin negro dash from the municipal ferry house yesterday. Believing him to be the negro who escaped after being captured on an oil tanker at Tompkinsville, where he had been looting a locker, the detectives began firing. Some of the shots clipped the snow at the negro's feet. He ran to the end of the pier and jumped off.

For twenty-five minutes the negro treaded water and kept up. Then the detectives threw out a rope and hauled him in. Although he was shaking from the cold he refused to go to a hospital. On arraignment before Magistrate Fetherstone the defendant said he was Lucas Mendes of 345 West Forty-seventh street, Manhattan.

Capt. N. H. Henderson of the tanker said he had heard Guy Dawson, steward, shout, and ran into the cabin to find Dawson and the negro fighting. Drawing his revolver, the Captain struck a hard blow with the butt. Dawson was struck instead of the negro. Dawson fell unconscious, and Capt. Henderson seized the negro, handcuffed him and left him while he went to put on more clothing to go ashore with the prisoner. Mendes ran to the deck, leaped ten feet to the pier and escaped.

Money Must Be Raised.

"Money must be raised in some way to meet these necessary replacements. The only way I see is for the city of Seattle to confer with the owners of the bonds and arrange for the replacement of the old bonds with new ones. The new bonds should be issued for a longer period, say, twenty-five years; and for at least ten years there should be no payment on principal required. In these ten years the replacement costs can be repaid from the earnings."

# 78 ON THREE SHIPS FACE DEATH AT SEA

Navy Tanker Arethusa With 70 Aboard Is Helpless Off Carolina Coast.

Special Dispatch to THE NEW YORK HERALD.

NORFOLK, Va., Jan. 29.—Seventy men on board the navy tanker Arethusa are in peril to-night, their ship, with her tail shaft broken, being drifted off the Carolina coast in a northeast gale with the vessel absolutely helpless.

Four men on the barge S. R. McDonald and four others on the barge Catonsville also are in peril. All three of these vessels are drifting at sea, according to radio advices received here to-night.

The Arethusa, which broke down last Monday off Cape Fear, was picked up yesterday during a terrific gale when the coast guard cutter Pamlico, aided by a sixty mile gale, managed to shoot a line across the helpless vessel. A second line was sent to the vessel from the cutter Yamacraw on the same cable the Pamlico sent.

With the Arethusa in tow, the Pamlico and Yamacraw started up the coast, but the gale was too much for them, and the two powerful towing-cables were parted.

The Pamlico's line went first, but the Yamacraw continued to hold. The Pamlico made numerous vain attempts to get a second line to the Arethusa. The Yamacraw's line was parted about 2 o'clock this morning, and the Arethusa was cast adrift, at the mercy of the worst storm that has swept the Atlantic coast in ten years.

Send Appeals for Help.

Wireless appeals for help were sent broadcast all over the Atlantic Ocean by the cutters and the Arethusa. At last reports the tanker was still adrift. The Pamlico was obliged to abandon all attempts to rescue the Arethusa because her supply of drinking water gave out. The mine sweeper Sandpiper was sent to assist the two cutters and she is trying to pick up the Arethusa.

The gale is still raging. The Arethusa was last reported in latitude 34:23 north, longitude 74:19 west. She is absolutely without means of helping herself. Naval authorities here said it was probable that the Arethusa, after she found herself helpless, dropped her anchors and may ride out the storm.

Wireless messages for help were sent broadcast from the naval operating base to-night.

Grave fears were felt for the safety of the barge McDonald to-day when the steamship Manabro, which sighted the barge five miles east of Cape Charles last night, reported that the helpless craft had disappeared. Naval authorities sent out the tug Koblitz to help search for the McDonald.

The two barges broke away from the tug Peerless Friday night. The Peerless was bound from New York to Norfolk with three barges in tow and arrived safely with only one of them.

Furniture Used for Fuel.

The British steamship Dennis arrived here to-day from New York and reported she was three days in making the trip. She ran short of fuel and was obliged to burn some of the ship's furniture. Her captain reported that the storm was the worst he had experienced in several years.

Seacoast wires to Hatteras, Ocracoke Island and other points along the Carolina coast are down and no reports from these places have been received. Some anxiety is felt for the safety of the residents of Hatteras. Eight hundred live on the island and nothing has been heard from them since Thursday.

The Arethusa is one of the navy's best oil carriers and she was bound from Norfolk to Fall River when her tail shaft broke while the vessel was off Cape Fear. Seven rescue ships were sent to assist her, but three of these became disabled or ran out of fuel and water and were obliged to return to port. The mine sweeper Redwing, while on her way to assist the Arethusa, broke down off Cape Henry and a rescue ship was sent to her assistance. The Coast Guard cutter Manning ran short of fuel and was obliged to return to port, and the Seminole ran out of drinking water for her crew and were obliged to abandon her efforts to save the Arethusa.

# MILLER ADDRESSES JEWISH GATHERINGS

Praises Federation, Which Has Raised \$21,000,000 for Philanthropy in Five Years.

Gov. Miller made two addresses yesterday before Jewish gatherings, the first at the annual meeting of the Federation for the Support of Jewish Philanthropic Societies, at Temple Emanu-El, and the other at the Young Men's Hebrew Association dinner at the Y. M. H. A. building, in Ninety-second street. The Governor expressed himself as particularly pleased with the Americanization work of the federation.

"Surely," he said, "there can be no center where such work is more necessary than in New York, and I believe it cannot be done effectively except through the medium of such organizations as you have combined in the federation, because it must be done with the right religious instruction. It is important that the young foreign born be thoroughly grounded in the history and traditions of their race and the faith of their forefathers."

The report of Arthur Lehman, president of the federation, showed that \$21,000,000 has been collected by the federation for its ninety-one affiliated societies in the five years of its existence. This sum includes \$5,000,000 raised for the building fund and \$1,250,000 in legacies. The \$21,000,000 does not include approximately \$3,000,000 received during the three year period by the individual affiliated societies through legacies and contributions for special purposes. In the five years prior to the organization of the federation only \$10,000,000 was collected by the same institutions.

During 1921 a total of \$2,987,776 was contributed to the federation. Mr. Lehman said that \$2,500,000 is needed for 1922, and an effort is to be made to increase the number of contributors.

36 FAMILIES FLEE FROM FIRE IN BRONX

Blaze Is Soon Put Out—Steam Yacht Telka Damaged.

Smoke filled the four upper floors of a five story tenement house at 700-702 East 161st street, The Bronx, when it started in a grocery store on the ground floor yesterday afternoon, and thirty-six families were driven to the street. Patrolman Charles Schmidt of the Morrisania station turned in an alarm and then ran through the lower halls ordering the tenants to the street. He found the smoke already filled the upper floors and the tenants, unable to make their way down the stairways, had gone down the fire escapes in the rear.

The fire was confined to the grocery store and an adjoining confectionery store. The damage was estimated at \$4,000.

Fire on the steam yacht Telka, in storage at the Kyle & Purdy Shipyards, foot of Portland street, City Island, caused damage estimated at \$10,000 early yesterday. The yacht is registered as the property of A. Flaten of 284 City Island avenue.

O'RYAN SAYS NATIONS MUST JOIN TO END WAR

Said Organization Only Will Bring Lasting Peace.

MAJ.-GEN. JOHN F. O'RYAN of the New York National Guard, speaking last night at a memorial service in St. Paul's Protestant Episcopal Church, Washington avenue and St. Paul's place, The Bronx, said that if there is to be lasting peace in the world there must be an organization of nations, whether it be called a "league" or an "association" or by any other name.

"There is no reason why disputes between nations cannot be settled without going to war," he said.

Dr. Horatio Shipman, Suffragan Bishop of the New York diocese, unveiled a bronze tablet inscribed with the names of the ninety-five members of the church's congregation who served in the war with Germany. Three of them lost their lives.

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